

APPENDIX O

DEFINITION OF TERMS

O-1. Purpose. This appendix provides clarification of terminology used in the Waterborne Commerce Statistics Program.

O-2. Definitions. For the purpose of this appendix the following terms unique to Waterborne Commerce are defined as:

a. Commerce - Domestic. Contiguous and non-contiguous states and territories constitute the geographical space upon which domestic commerce may be transported. This includes Hawaii, Alaska, the 48 contiguous states, Puerto Rico and the Virgin Islands, Guam, American Samoa, Wake Island, and the U.S. Trust Territories. Certain movements are excluded from domestic commerce:

(1) Coal and petroleum products loaded from shore facilities directly into bunkers of vessels for fuel.

(2) Insignificant amounts of Government materials (less than 100 tons) moved on Government-owned equipment in support of Corps projects.

b. Commerce - Foreign. Waterborne import and export traffic between the United States, Puerto Rico and the Virgin Islands, and any foreign country. These statistics do not include traffic between Guam, Wake Island and American Samoa, and any other foreign country.

(1) Foreign commerce data are furnished to the Corps of Engineers by the Bureau of the Census under a working arrangement sponsored by the Office of Management and Budget. The data are confined to vessel movements by water and are reconcilable with published reports of the Bureau of the Census, with the exception of LOOP Oil Terminal and Skagway Wharf reports, which are manually entered as imports/exports by the Corps of Engineers.

(2) The Republic of Panama is considered a foreign country. However, individual vessel movements with origin and destination at United States ports traveling via the Panama Canal are considered domestic traffic. Alaskan crude oil (origin at Valdez, AK) shipped via the Panama pipeline (west to east) and destined for gulf and east coast ports is also considered domestic commerce.

(3) Import and export shipments for use by the United States Armed Forces abroad are not reported to WCSC. Export shipments under the various foreign aid programs on Department of Defense operated vessels, either American flag commercial vessels under time, voyage, or space charter or vessels owned and operated by the Department of Defense, and various items (listed by the Census) which affect National security are not published in terms of the individual commodities shipped. Instead, a lump sum tonnage figure is compiled and appears in these tables as exports under commodity 9900, "Unknown or NEC."

c. Monthly Reports. These reports shall be made on ENG Forms furnished upon request of the vessel operating companies to the WCSC. Data may also be furnished on an authorized automated equivalent to the ENG Forms.

d. Navigable Waters. Those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce. (See 33 CFR Part 329 for a more complete definition of this term.)

e. Person or Entity. An individual, corporation, partnership, or company.

f. Timely. Vessel and commodity movement data must be received by Corps of Engineers within 30 days after the close of the month in which the vessel movement or non-movement takes place.

g. Types of Traffic.

(1) Domestic.

(a) Coastwise - This traffic term refers to domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed "coastwise."

(b) Lakewise - This traffic term refers to waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from a Great Lakes origin to a Great Lakes destination were classified as local traffic. From 1990 on, these activities are classified as lakewise traffic.

(c) Internal - This traffic term characterizes vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska. Internal traffic term is also applied to these vessel movements:

Those which involve carriage on both inland waterways and the Great Lakes; those occurring between offshore installations and inland waterways; and those taking place on inland bays such as Chesapeake Bay, Puget Sound, and San Francisco Bay which are considered internal bodies of water rather than arms of the ocean.

(d) Intraport - This traffic type includes the movement of freight within the confines of a port whether the port has one or several arms or channels included in the port definition. This traffic type will not include car-ferries and general ferries moving within a port.

(e) Through - This applies to movements transiting a waterway, or stretch thereof, as defined in the project description of individual tables, and having origins and destinations outside the defined area.

(f) Intrawaterway - This traffic includes movements within the limits of a river, waterway, or canal. This traffic will not include car-ferries and general ferries moving within a waterway or Corps project.

(g) Intraterritory - The traffic term refers to traffic between ports in Puerto Rico and the Virgin Islands, U.S.A., which are considered a single unit.

(h) Ferry - This traffic term refers to passengers, vehicles, and cargo driven on and off a ferry vessel which on a regularly scheduled basis moves across a body of water between two points.

(2) Foreign Imports.

(a) Overseas - Inbound merchandise for direct consumption and entries into custom bonded storage and manufacturing warehouses which originated in foreign countries other than Canada.

(b) Canadian - Inbound merchandise for direct consumption and entries into custom bonded storage and manufacturing warehouses which originated in Canada.

(3) Foreign Exports.

(a) Overseas - Outbound domestic merchandise and re-export of origin merchandise for foreign countries other than Canada.

(b) Canadian - outbound domestic merchandise and re-export of foreign merchandise destined for Canada.

(4) Intransit merchandise - Intransit waterborne imports are cargo coming into the United States by water from a foreign country and then transported by land or water to another foreign country. Intransit waterborne exports are cargo coming by land or water into the United States from a foreign country and then transported by water to another foreign country.

h. Traffic Direction.

(1) Waterways.

(a) Upbound - For waterways with a current, "upbound" means against the current. For slack water this characterizes traffic that moves in a northerly or easterly direction.

(b) Downbound - For waterways with a current, "downbound" means in the direction of the current. For slack water this characterizes traffic that moves in a southerly or westwardly direction.

(c) Inbound - This characterizes traffic moving from one waterway into another where the destination is on the subject waterway.

(d) Outbound - This characterizes traffic moving from one waterway into another where the origin is on the subject waterway.

(2) Ports.

(a) Receipts - This characterizes traffic moving from one location to another where the destination is inside an area defined as a port.

(b) Shipments - This characterizes traffic moving from one location to another where the origin is inside an area defined as a port.

i. Vessel - Commercial. A vessel used in transporting by water, either merchandise or passengers for compensation or hire, or in the course of business of the owner, lessee, or operator of leased vessel.

j. Vessel - Leased or Chartered. A vessel that is leased or chartered when the owner relinquishes control of the vessel through a contractual agreement with a second party for a specified period of time and/or for a specified remuneration from the lessee. Commercial movements on an affreightment basis are not considered a lease or charter of a particular vessel.

k. Vessel - Drafts of. The drafts of vessels are reported in the Waterborne Commerce of the United States, Parts 1-4 in decrements of one foot. For this purpose, all drafts reported in feet and inches on Vessel Operations Reports (VORS) are raised to the next higher foot; for example, 9 feet 1-inch is raised to 10 feet.